

BookletChartTM

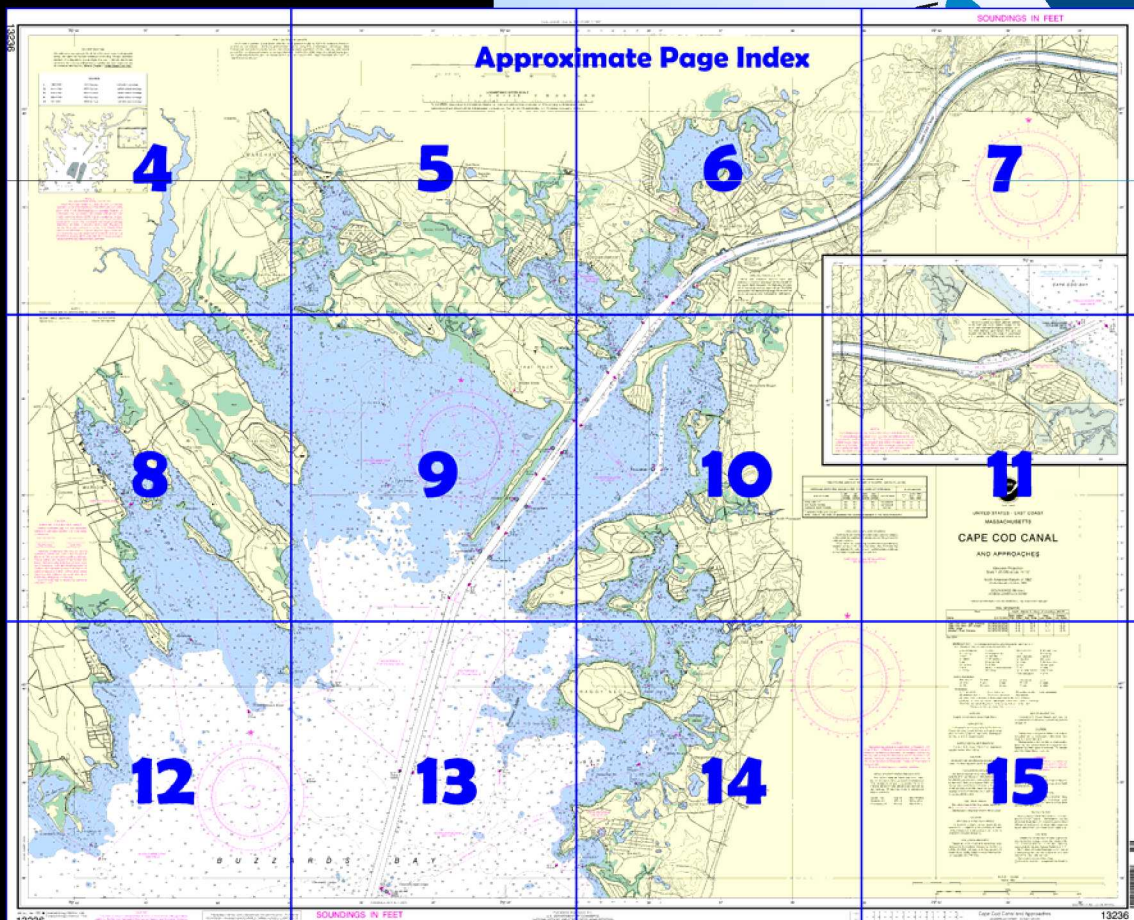
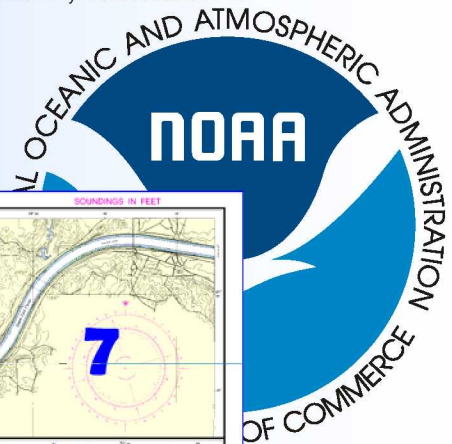
Cape Cod Canal and Approaches

(NOAA Chart 13236)

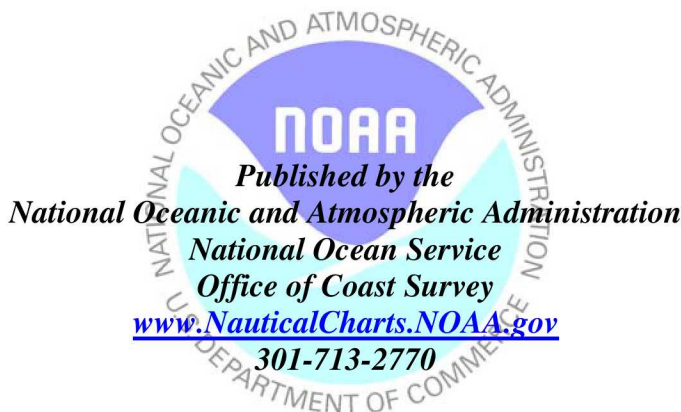


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 5 excerpts]

(137) **Megansett Harbor**, the approach to the towns of **North Falmouth**, **Megansett**, and **Cataumet**, is entered between Nyes Neck on the south and **Scraggy Neck** on the north. The natural channel is buoyed as far as the rock breakwater at Megansett. The breakwater is marked at the end by a light. A yacht club and a town wharf are just inside the breakwater. In August 1981, depths of 4 to 5 feet were reported alongside the wharf; water is available. The harbor has extensive shoals and

ledges, but by following the buoyed channel a draft of about 8 feet can be carried to an anchorage in the outer harbor in depths of 10 to 22 feet. Inside the breakwater, anchorage is available in 6 to 12 feet, taking care to avoid the shoals on the north side of the harbor and the rock awash near the center in 41°39'27"N., 70°37'31"W.

(142) **Pocasasset Harbor** and Red Brook Harbor share a common entrance between Scraggy Neck and Wings Neck. **Bassetts Island** separates Pocasasset Harbor from Red Brook Harbor. Broken ground with depths of 17 to 19 feet in places extends across the entrance. Entering about 250 yards north of buoys marking the north side of Southwest Ledge, vessels of about 14-foot draft can anchor westward of Eustis Rock Buoy in depths of 20 to 30 feet. This anchorage is exposed to westerly winds.

Eustis Rock, about 0.2 mile north of Scraggy Neck, is covered 5 feet and marked by a buoy. The area eastward of Eustis Rock to Bassetts Island is shoal.

(146) A marina is on the east shore of Red Brook Harbor about 500 yards southeastward of **Handy Point**. A boatyard is on the east side of the small cove, about 300 yards south of the marina. Both facilities have berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, and storage facilities, and can make hull and engine repairs. Electronic repairs can be made at the marina. Depths of 8 feet are reported at the marina berths and at the boatyard berths.

(148) **Pocasasset River**. In June 2001, a reported depth of 6 feet could be carried to the bridge. The bridge has a fixed span with a clearance of 7 feet. Only very small boats go above the bridge. A boatyard is on the south side of the river at the bridge. Water, berths with electricity, storage facilities, a 35-foot marine railway, and a 5-ton lift are available; hull and engine repairs can be made. A town wharf and floats are on the north side of the river at the bridge.

(150) **Phinneys Harbor** between Tobys Island on the east and **Mashnee Island** on the west, is approached from Buzzards Bay through a buoyed channel that leads along the northerly side of Wings Neck to another buoyed channel into the harbor. A light is at the bend of the approach channel. Depths of about 10 feet can be carried in the inner channel, and greater depths are available in the approach channel. The harbor is used as an anchorage by small boats. Mashnee Island, once an island, is now connected with the mainland by a landfill causeway.

(154) **Cape Cod Canal** is a deep-draft sea-level waterway connecting Buzzards Bay and Cape Cod Bay. The waterway is 15 miles long from Cleveland East Ledge Light to deep water in Cape Cod Bay. The canal shortens the distance between points north and south of Cape Cod by 50 to 150 miles and provides an inside passage to avoid Nantucket Shoals. The canal is maintained by the Federal Government as a free waterway.

(155) **Traffic lights** (red, green, and yellow) are located at the easterly canal entrance at Sandwich; at the Canal Electric Terminal basin on the south side of the canal at Sandwich; and at the westerly entrance of Hog Island Channel at Wings Neck. These signals apply to all vessels over 65 feet in length that desire to transit the canal.

(189) **Buttermilk Bay**, at the northeast end of Buzzards Bay, has depths of about 1 to 7 feet. A dredged marked channel and **Cohasset Narrows** connect the bay with Cape Cod Canal. In April-May 1991, the controlling depth was 5 feet to the railroad bridge about 1.1 miles above the channel entrance, except for shoaling to 1½ feet in the east half of the channel between Buoy 3 and Buoy 5. In June 1990, severe shoaling was reported between Buoy 4 and Buoy 5. Two bridges cross Cohasset Narrows; the railroad bridge has a bascule span with a clearance of 6 feet, but is kept in a closed position and used as a fixed bridge. The highway bridge, immediately above, has a fixed span with a clearance of 9 feet. Several small piers for shallow-draft boats are the only facilities in Buttermilk Bay. Gasoline is available in the bay.

(198) **Wareham River**, which empties into the northern end of Buzzards Bay, is the approach to the town of **Wareham** on the west bank. The buoyed channel to the town is crooked and twisting; in April-May 1986, the controlling depth was 4 feet from Wareham River Entrance Buoy 14 to the upstream limit of the project. A shoal makes off southeasterly from **Cromeset Point**, 0.6 mile southward of Long Beach Point. In August 1981, it was reported that Long Beach Point covers at high water; caution is advised. The section near **Quahaug Bar**, north of Long Beach Point, is subject to shoaling. Depths shoal to 2 and 3 feet close to the buoyed channel. Small craft sometimes anchor just north of Long Beach Point.

Table of Selected Chart Notes

Corrected through NM Mar. 4/06
Corrected through LNM Feb. 21/06

HEIGHTS

Heights in feet above Mean High Water.

CUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (Accurate location) (Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Mercator Projection

Scale 1:20,000 at Lat. 41°42'

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

^{4/2}
NORTHERN RIGHT WHALE CRITICAL HABITAT
(Precautionary areas: 50 CFR 226.2030, 224.103; see note A)
It is illegal to approach any Right Whale anywhere closer than 500 yards.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.380" northward and 1.885" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE B

RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA

The precautionary area shown on this chart is RECOMMENDED for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. CAUTION: Full bottom coverage surveys have not been conducted within the precautionary area, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NOTE C

Private seasonal aids are placed to mark the channel to the following places:
Sippican Harbor (upper part)Apr 15 to Oct 15
Aucoot CoveMay to Dec (reported)

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or help@OceanGrafix.com.

70° 46'

45'

44'

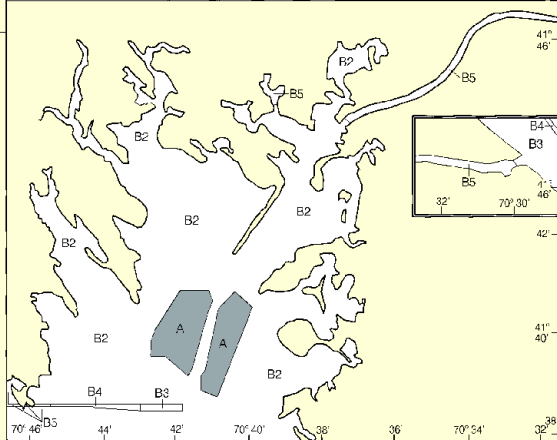
43'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been available for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-1993	NOS Surveys	full bottom coverage
B2	1970-1969	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE C

Private seasonal aids are placed to mark the channel to the following places:
 Sippican Harbor (upper part) Apr 15 to Oct 15
 Aucost Cove May to Dec (reported)

PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart updated with critical corrections. Charts are printed when ordered using Editions are available 5-8 weeks before their release as traditional about Print-on-Demand charts or contact NOAA at 1-800-584-help@noaa.gov, or OceanGrafix at 1-877-584-help@oceangrafix.com

STANDPIPE

WAREHAM

Wareham Neck
 SPIRE
 FIXED BRIDGE
 HOB CL 22 FT
 VERT CL 2 FT

Swifts Beach

Wewantic River
 Cedar Cr. Marsh
 Cedar Cr. Marsh
 Marks Cove
 Nobiska Pt.
 Cromeset Pt.
 Long

Joins page 8



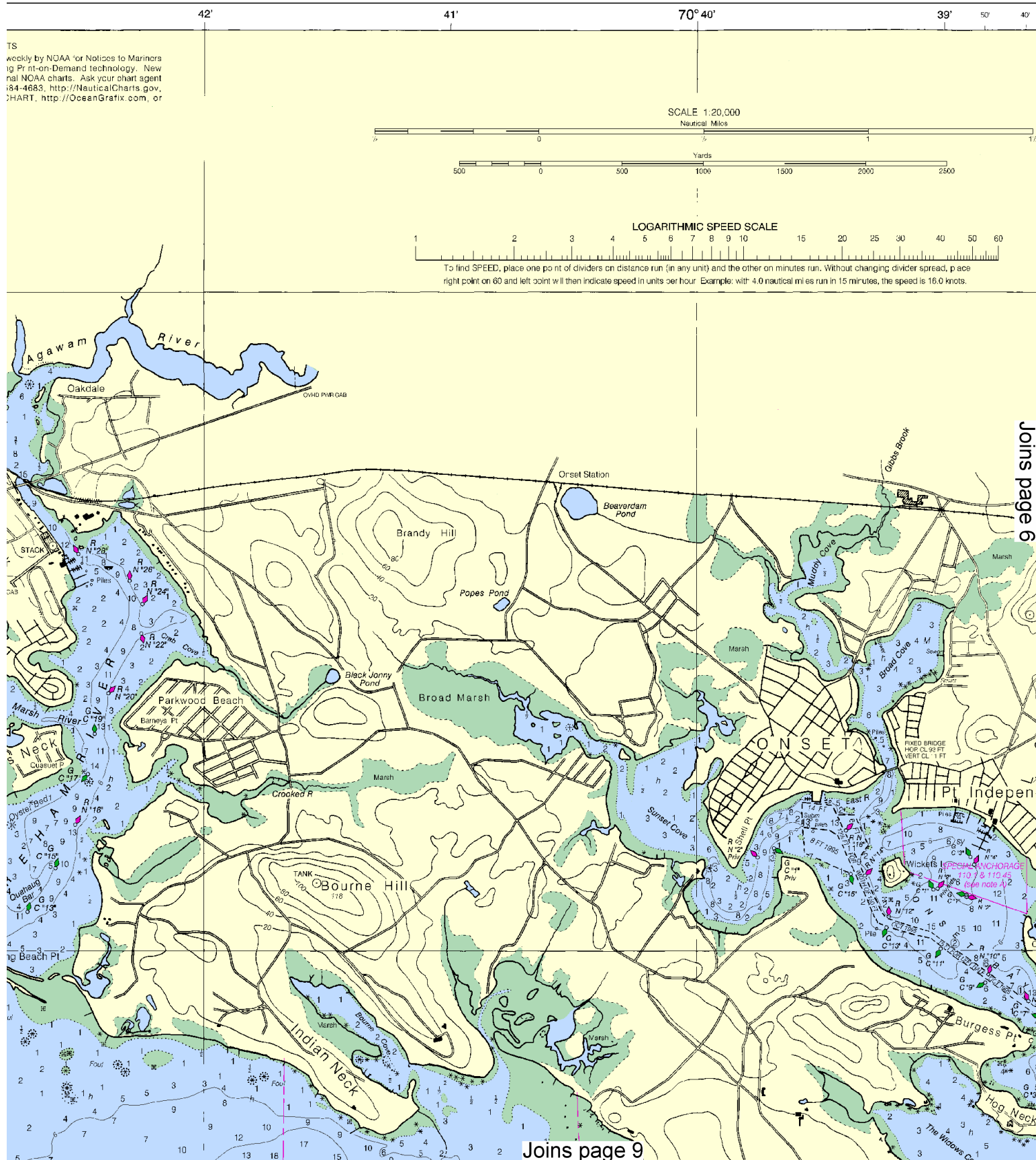
Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

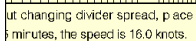
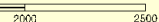
See Note on page 5.



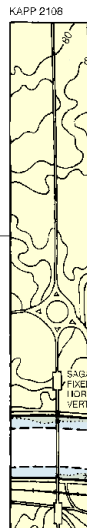
TS
weekly by NOAA for Notices to Mariners
to print-on-Demand technology. New
national NOAA charts. Ask your chart agent
1-84-4683, <http://NauticalCharts.gov>,
CHART, <http://OceanGrafix.com>, or



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:28571. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



ut changing divider spread, p ace
5 minutes, the speed is 16.0 knots.



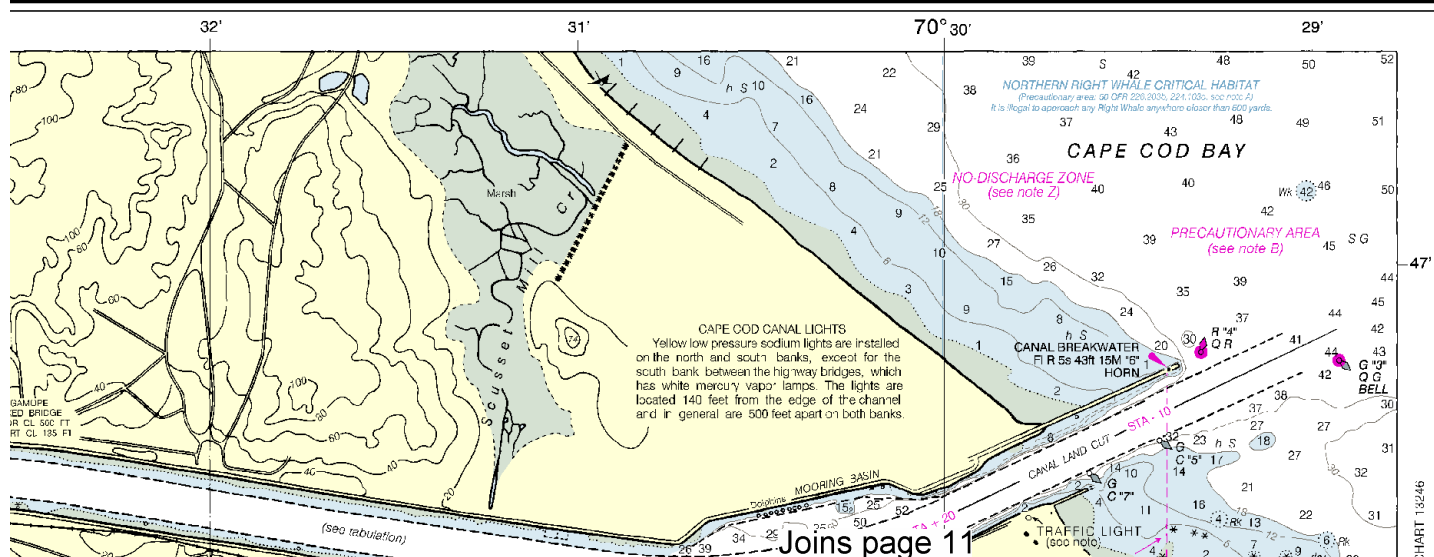
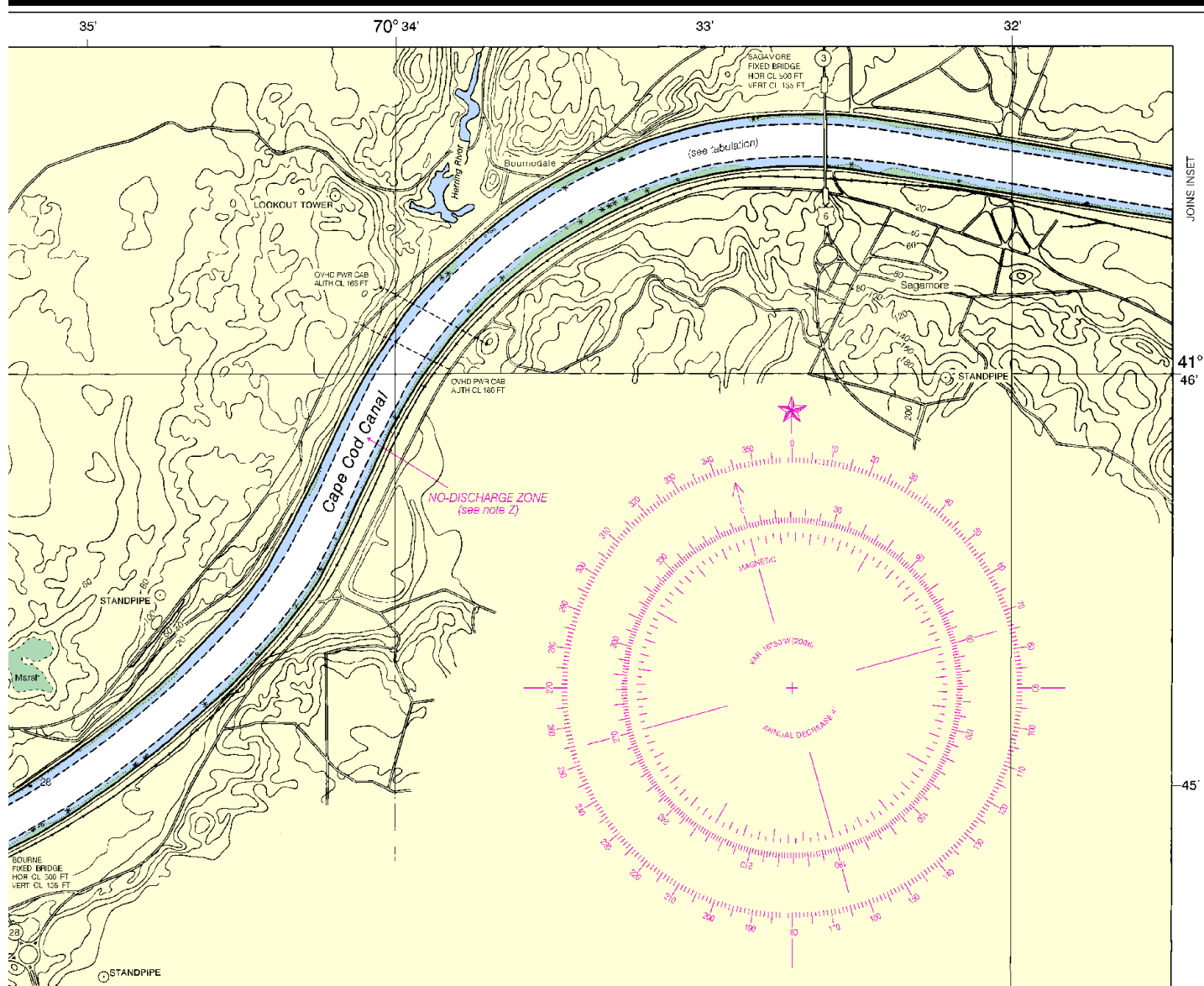
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



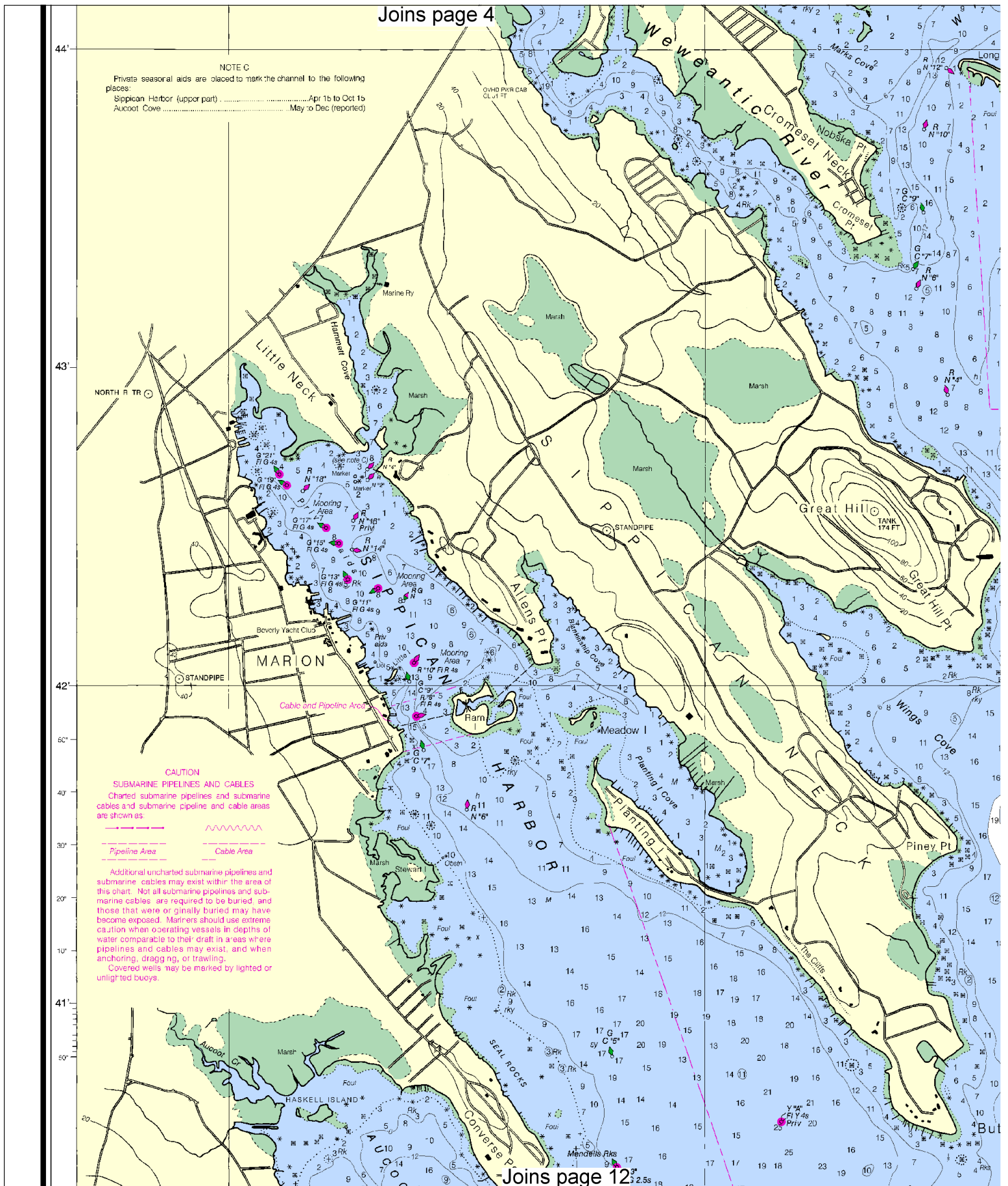
SOUNDINGS IN FEET



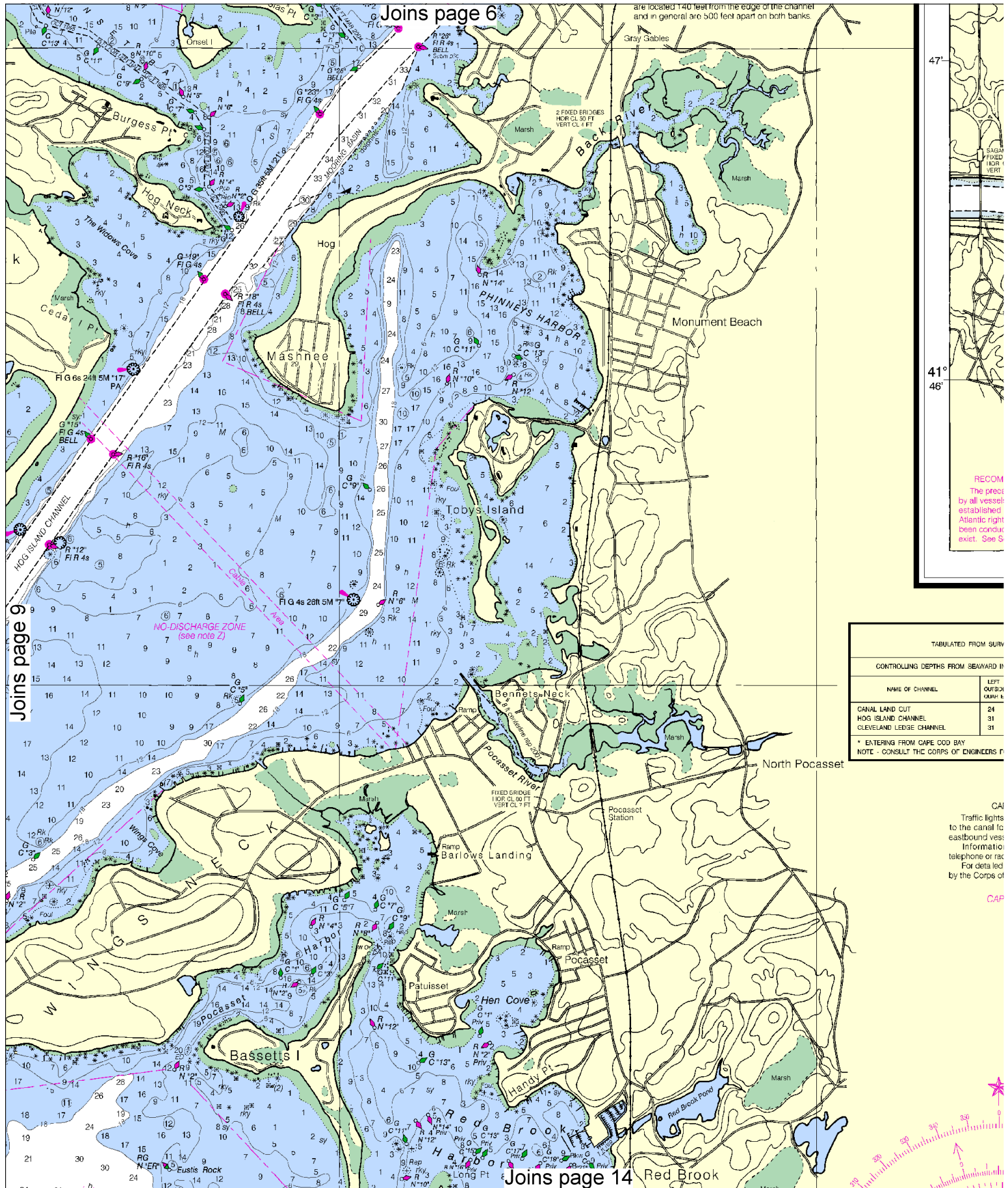
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,
 NGA Weekly Notice to Mariners: 0711 2/12/2011,
 Canadian Coast Guard Notice to Mariners: 0810 8/27/2010.

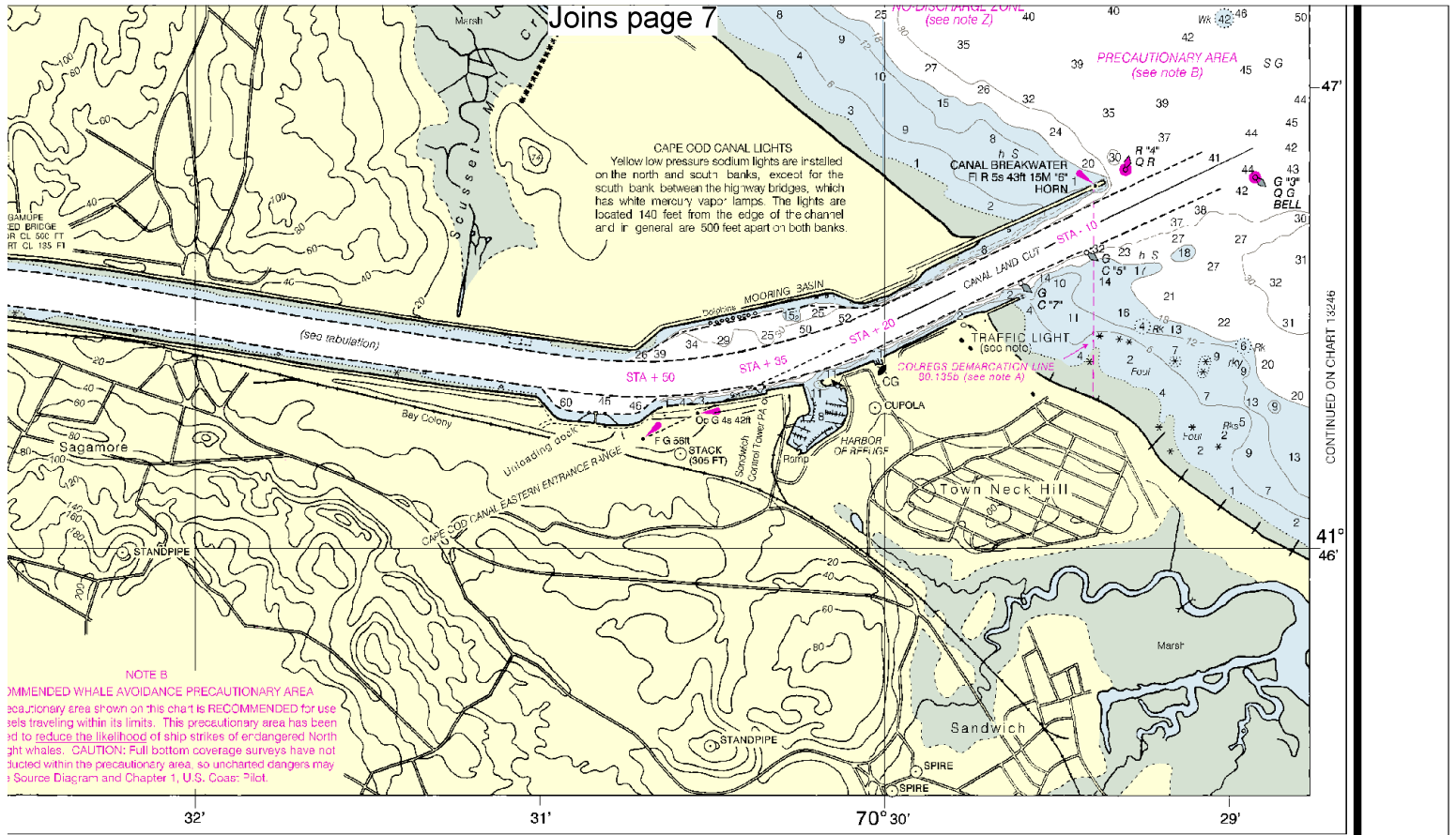
NOTE C
Private seasonal aids are placed to mark the channel to the following places:
Sippican Harbor (upper part) Apr 15 to Oct 15
Aucott Cove May to Dec (reported)

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
----- Pipeline Area ----- Cable Area -----
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were or finally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.









CAPE COD CANAL CHANNEL DEPTHS						
SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2007						
DEPTH IN FEET AT MEAN LOWER LOW WATER (MLLW) *				PROJECT DIMENSIONS		
STATION	LEFT SIDE QUARTER	RIGHT SIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FATHOMS)
32	32	28	6,7,8,9,10-07	400	0.7	32
32	32	29	6,7,8,9,10-07	500	4.0	32
34	34	32	6,7,8,9,10-07	700	3.2	22

CAPE COD CANAL TRAFFIC LIGHTS
Lights are maintained at the Cape Cod Bay entrance for westbound vessels and at Wings Neck for eastbound vessels. Information on operating conditions is available by radio at the Cape Cod Canal office, Buzzards Bay. For updated information consult monthly bulletins published by the Corps of Engineers, Concord, MA.

CAPE COD CANAL REGULATIONS
207.20 (see note A)



UNITED STATES - EAST COAST
MASSACHUSETTS

CAPE COD CANAL AND APPROACHES

Mercator Projection
Scale 1:20,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

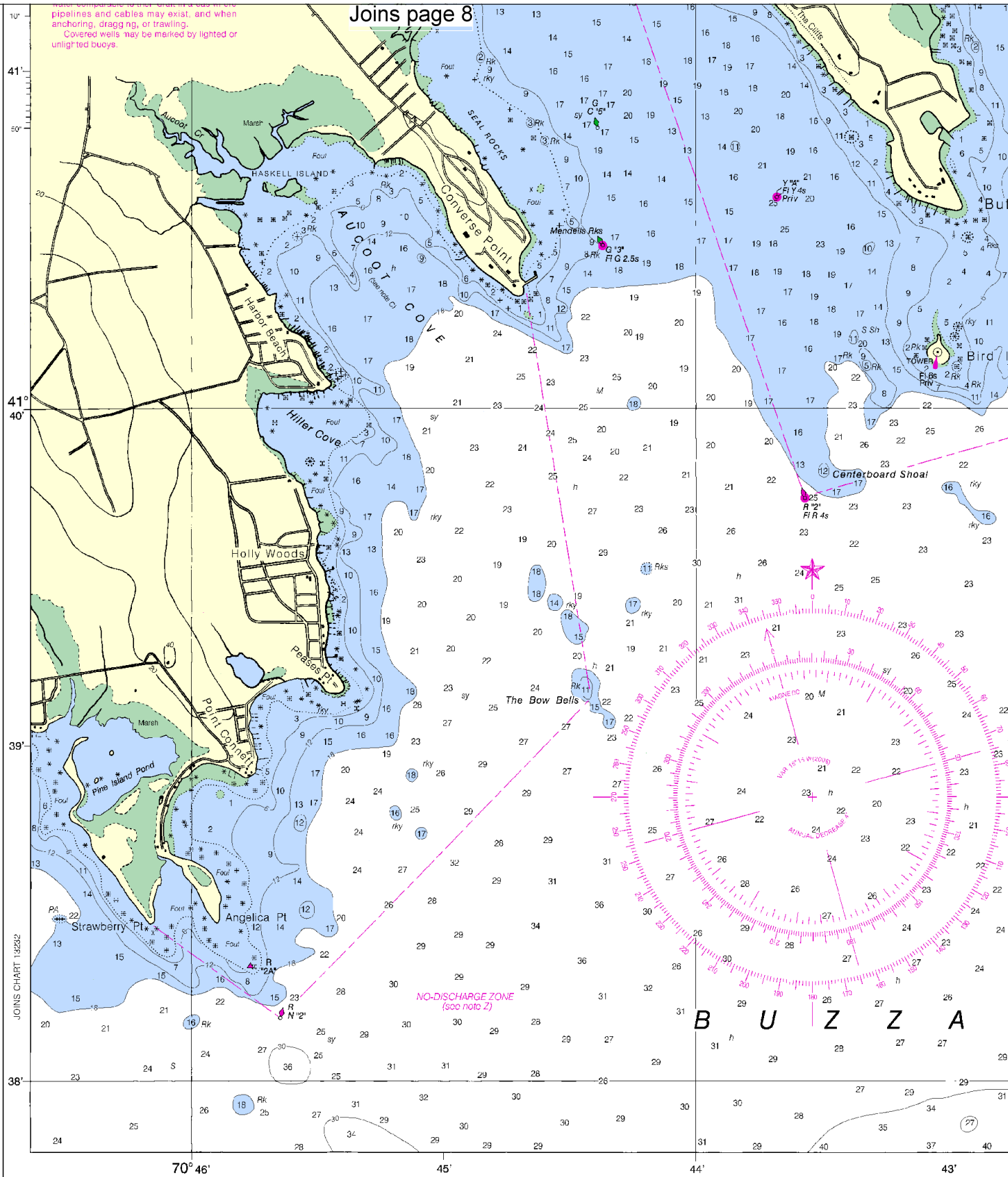
TIDAL INFORMATION		Height referred to datum of soundings (MLLW)			
Name	Place (LAT/LONG)	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cape Cod Canal (east entrance)	(41°46'N/70°30'W)	9.4	9.0	0.3	-3.5
Cape Cod Canal (RR bridge)	(41°44'N/70°37'W)	3.9	3.6	0.1	-2.5
Ablets Ledge	(41°42'N/70°40'W)	4.4	4.1	---	-2.5
Wareham River Entrance	(41°45'N/70°43'W)	4.6	4.3	0.2	-2.5

(Sep 2004)

ABBREVIATIONS (For complete list of Symbols see page 15)

Water depths are in fathoms. Under a day's tide, pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Joins page 8



30th Ed., Mar. /06 ■ Corrected through NM Mar. 4/06
Corrected through LNM Feb. 21/06

13236

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

12

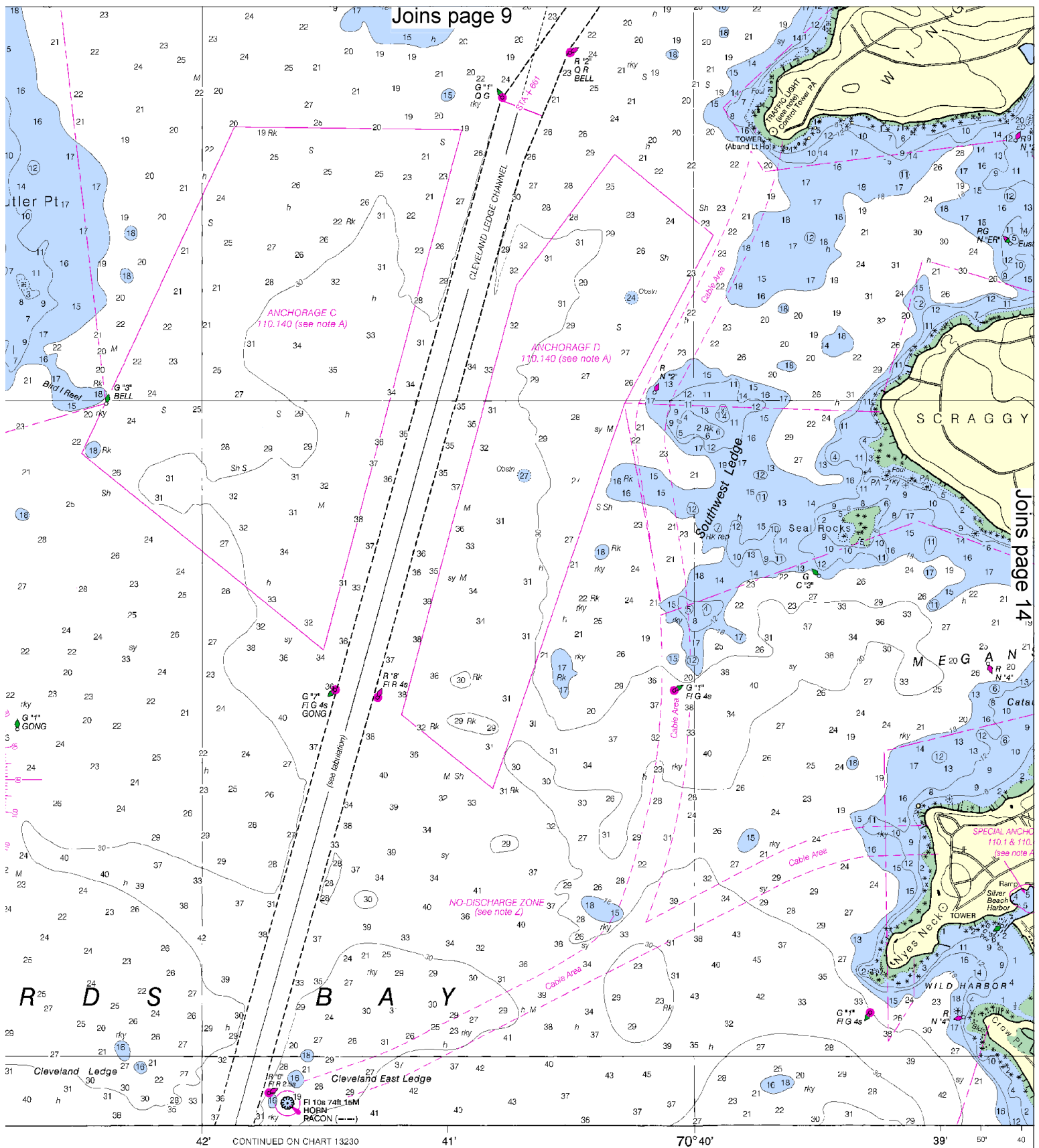


Printed at reduced scale.

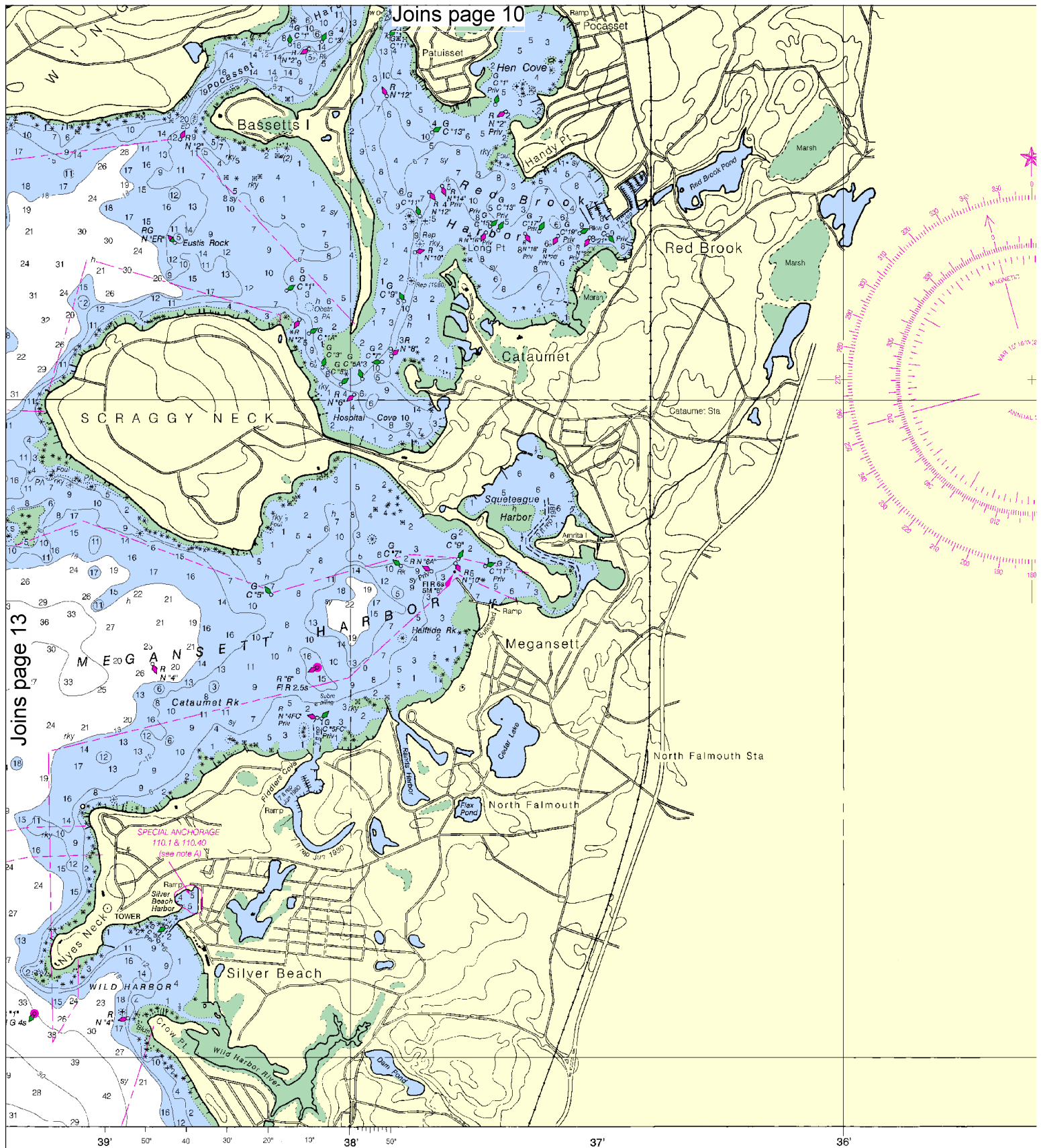
SCALE 1:20,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FEET



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

14



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



North American Datum of 1983
(World Geodetic System 1984)SOUNDINGS IN FEET
AT MEAN LOWER LOW WATERAdditional information can be obtained at nauticalcharts.noaa.gov

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
Cape Cod Canal (east entrance)	(41°46'N/70°30'W)	9.4	9.0	0.3	-3.5
Cape Cod Canal (RR bridge)	(41°44'N/70°37'W)	3.9	3.6	0.1	-2.5
Able Ledge	(41°42'N/70°40'W)	4.4	4.1	---	-2.5
Wareham River Entrance	(41°45'N/70°43'W)	4.6	4.3	0.2	-2.5

(Sep 2004)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mn moose node	R TR radio tower
Al alternating	IQ interrupted quick	N num	Rc rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA dsphonic	m minutes	Q quick	VQ very quick
F fixed	MICRO TP microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Br rad obstructor	Y yellow
Bottom characteristics:			
Bld boulder	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	so soft
Cy clay	Grs grass	M mud	Sh shells
		S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PC position doubtful	Subm submerged
CD existence doubtful	PA position approximate	Rep repaired	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.380' northward and 1.888' eastward to agree with this chart.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ---
Submerged piling may exist in these areas.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: ---

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Hyannis, MA	KEC-73	162.55 MHz
Providence, RI	WXJ-39	162.40 MHz

SCALE 1:20,000

Nautical Miles

Yards

Cape Cod Canal and Approaches

SOUNDINGS IN FEET - SCALE 1:20,000

13236

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	0	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Woods Hole – 800-632-8075/508-457-3254

Coast Guard Cape Code Canal – 508-888-0335

MA Environmental Police – 800-632-8075

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

